





Today's  
Advertisements.

**VICTORIA PRECEPTORY.**  
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 27th November, 1899. [1448a]

## PUBLIC AUCTION.

THE Undersigned has received instructions from the Captain Superintendent of Police to Sell by  
**PUBLIC AUCTION,**  
on  
THURSDAY, the 30th November, 1899, at 11 A.M.  
A LARGE QUANTITY OF  
SURPLUS STORES,  
Also:  
363 MAUSER RIFLES, 180 MUZZLE LOADING MUSKETS, 162 REVOLVERS, BAYONETS, RIFLE AND REVOLVER AMMUNITIONS, GUNPOWDER, COPPER, BRASS, LEAD, IRON, GAMBIA, RICE, RICKSHAWS, &c., &c., &c.  
88 Balls PATNA and 101 CATTIES MALWA OPIUM.  
TERMS:—As Usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 27th November, 1899. [1475a]

## NOTICE.

IT is hereby notified that, by command of His Excellency the Governor, and pursuant to Section 4 of the Public Health Ordinance, 1887, an election by the Rate-payers of two Members of the Sanitary Board will take place at CITY HALL, on TUESDAY, the 19th day of December, 1899, commencing at 4 o'clock.  
The following persons will be entitled to vote the election, that is to say:—  
(a.) Rate-payers who are included in the Special and Common Jury list for the year 1899.  
(b.) Rate-payers who are exempted from serving on Juries on account of their professional occupations.  
A list of Rate-payers entitled to vote will be posted at the SUPREME COURT for public inspection for one week from MONDAY, the 11th day of December, 1899, and any person not on the list claiming to be a Rate-payer entitled to vote should send notice of his claim to the Acting Registrar on or before the 19th December next.  
The election will be conducted in accordance with the Rules made by the Governor-in-Council on the 31st May, 1888.  
Voting will commence immediately after the nominations and continue until 6 P.M. when the ballot box will be closed.  
A. SETH,  
Acting Registrar.  
Supreme Court,  
Hongkong, 25th November, 1899. [1474a]

## GOVERNMENT NOTIFICATION.

BY command of His Excellency the Governor an Election by the Rate-payers of two Members of the Sanitary Board will take place at the CITY HALL, on TUESDAY, the 19th day of December, 1899, commencing at 4 o'clock.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 25th November, 1899. [1477a]  
**NIPPON YUSEN KAISHA.**  
DURING my Temporary Absence from Hongkong Mr. JIRO ITAMI will have charge of this Office.  
A. S. MISHARA,  
Manager.  
Hongkong, 25th November, 1899. [1476a]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW.  
THE Company's Steamship  
"FORMOSA,"  
Captain Douglas, will be despatched for the above Port, TO-MORROW, the 28th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 27th November, 1899. [1469a]

**HONGKONG AND MANILA REGULAR LINE OF STEAMERS.**  
FOR MANILA.  
THE Steamship  
"LEGASPI,"  
Captain A. Yribar, will be despatched as above on THURSDAY, the 30th instant, at Noon.  
The Attention of Passengers in directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
For Freight and Passage, apply to  
LIZARRAGA HERMANOS,  
Agents.  
No. 6, Beaconsfield Arcade.  
Hongkong, 27th November, 1899. [1470a]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
FOR MANILA VIA AMOY.  
THE Company's Steamship  
"ESMERALDA,"  
Captain Cobban, will be despatched for the above Ports, on THURSDAY, the 30th instant, at 5 P.M.  
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 27th November, 1899. [1460a]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"CHELYDRA,"  
Captain Davies, will be despatched as above on SATURDAY, the 2nd December, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 27th November, 1899. [1472a]

Today's  
Advertisements.

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florida and Rubattino United Companies.)  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY,  
Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.  
ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.  
THE Steamship  
"BISAGNO,"  
Captain Maganzini, will be despatched as above on THURSDAY, the 30th instant, at Noon.  
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.  
For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 27th November, 1899. [1471a]

**THE OSAKA SHOSEN KAISHA, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"TAMSUI MARU,"  
Captain K. Subijima, will be despatched for the above ports, on SUNDAY, the 3rd December, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 27th November, 1899. [1473a]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR  
SINGAPORE, PENANG, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)  
THE Steamship  
"CLYDE,"  
Captain C. T. Denry, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd December, at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 27th November, 1899. [1475a]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship  
"CHELYDRA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after Noon, the 29th instant, will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 27th November, 1899. [1473a]

## Announcement.

**A. S. WATSON & Co., LIMITED.**  
AS USUAL AT THIS SEASON OF  
THE YEAR WE ARE  
OFFERING  
FOR SALE AN UNIQUE  
SELECTION OF THE PUREST  
AND BEST  
CONFECTIONERY,  
FROM THE  
SIMPLEST QUALITY  
TO THAT OF THE MOST RECHERCHE  
DESCRIPTION.  
IMPORTED FROM THE LEADING  
LONDON AND PARISIAN  
HOUSES.

**A. S. WATSON & Co., LIMITED.**  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

## The Hongkong Telegraph.

HONGKONG, MONDAY, NOVEMBER 27, 1899.

## NOTES AND COMMENTS.

The *Government Gazette* is, as usual, amusing. Perhaps the most amusing bit in it is an order made by the Governor-in-Council "that any correspondence which is sent to the Colony for the purpose of being posted in the Colony, shall be charged, upon being posted at the General Post Office of the Colony with the same rates of postage as if such correspondence had been posted at any office other than in the Colony."  
This order gives rise to some very funny questions. Letters may be sent to the Colony to be posted here, either to the care of the Post Master General himself, or to other persons in the Colony and they may either come by post, or by hand, or on board ship as consignees' letters. If they are sent to the P. M. General, he, of course, knows where they come from and has the opportunity, before he posts them, of charging what he likes on them, but how he is to recover the charge from people, *ex hypothesi* out of the Colony, we fail to see. If the letters are sent by post or by hand to other people in the Colony they will be duly stamped by such people as letters, posted in the Colony, will be dropped in the post office, and even our present P. M. General, clever and energetic as he is, will never be able to find out what place they originally came, or to detect among the mass of letters which are of genuinely local origin and which are of foreign origin. No one who has letters to post in the Colony sent by a friend or correspondent out of the Colony is going to the Post Office to inform on his friend. Consignees' letters may be lawfully brought here in a ship or steamer without passing through the Post Office. If a firm here has a large number of these to distribute, the firm will put a local stamp on them and shove them in the Post Office in a lump. How can our clever Post Office officials distinguish between a letter from another port lawfully posted here or unlawfully? Assuming that the P.M.G. catches a letter which he knows or suspects to be of foreign origin how can he tell whether it came here by post inclosed in another duly stamped letter or by hand? In the one case it is legitimately posted here. In the other it is not. If it came by hand, say from Peking, and so cost the Chinese Post Office nothing to carry, what is he going to do with the extra money he charges on it? If he puts it into the Treasury here, the Treasury here gets money it has no right to. If he has a letter which under this order is to be subject to a charge, what is the meaning of the round about phrase "such rates of correspondence as if it had been posted at any office other than in the Colony"? The draftsman might have said "at any office out of the Colony" instead of the clumsy phrase used, but is the P.M.G. at liberty to select any office from which to determine the charge? May he surcharge a letter coming from Macao as if it came from Terra del Fuego? Why not say at once, "such rates as are chargeable at the place from whence the letter came." The order-in-Council is utterly useless, unnecessary and impossible to put into practice except in the one case of letters being sent to the P.M. General himself to post, and we doubt if the Governor-in-Council has power to make such an order.

The *Gazette* contains a notice by command of His Excellency the Governor that an election by the Rate-Payers of two members of the Sanitary Board will take place at the City Hall on Tuesday, the 19th December next, commencing at 4 o'clock. A list of Rate-Payers who are entitled to vote will be posted at the Supreme Court House for one week from Monday the 11th December.

It is satisfactory to see that something is being done to put the Sanitary Board on a legal and proper footing, but before the Rate-Payers proceed with the election of any members to represent them on the Board, they are entitled to some satisfactory explanation from the Government as to the method in which the Board is to be re-constituted and whether it is to have granted to it the powers the want of which caused the resignation, with the full approval of the Rate-Payers, of the elected and of two of the nominated members in 1895. The Sanitary Board, under the Ordinance 24 of 1887, consists of the Surveyor General, the Registrar General, the Captain Superintendent of Police and the Principal Civil Medical Officer (Colonial Surgeon) and *not more than six* additional members, four of whom (two being Chinese) shall be appointed by the Governor and two elected by the ratepayers. The Board, as at present constituted, consists of the Principal Civil Medical Officer, the Captain Superintendent of Police, the Director of Public Works (Surveyor General), The Medical Officer of Health and Mr. Osborne. The nominated members of the Board, according to its original constitution, were all unofficials. Dr. Ho Kai, Mr. Wang Shing, Mr. Ede, and Dr. HARRISON. Is the Government going to fill the vacancies (three) among the nominated members with officials or unofficials? That is the first question. If unofficials then all is well so far as regards the constitution of the Board as a popular body. But we are given to understand that H.E. intends to nominate officials, or at least two official people to fill these vacancies and only two laymen. That will not be satisfactory. The Sanitary Board, must, if the Ratepayers are to have any say in it, remain what it originally was intended to be, a popularly constituted body.

We understand that it is proposed to nominate on the Board the Commanding Royal Engineer and the Principal Military Medical Officer for the time being. These are undoubtedly suitable persons for membership of the Board. Their knowledge and experience would add very greatly to its authority, but they would be official members, they must at least be silent, if they do

not approve of any measures proposed by the local Government. Men in their position may not put themselves in opposition to authority. If they are to come on the Board as two of the nominated members, the popular constitution of the Board is gone. If their presence on it is desirable and undoubtedly it is to be desired; they should come on as additional official members so raising the strength of the Board to twelve.

We exhort the ratepayers to refuse to elect any representatives on the Board until these points have been cleared up and the popular character of the Board secured.

There is another point to which we must refer later on—the position of the Medical Officer of Health as a member of the Board. His proper position is that of a trusted officer under the Board. No one knows that better than Dr. CLARK himself. The position and function of the medical officer of Health was the immediate cause of the disruption of the form board.

We must reserve till to-morrow our comments on the proceedings at the Public Meeting held in the City Hall to-day. We can say now that we deeply regret that the admirable idea initiated by the *China Mail* and its Naval Correspondent of having a special "Mrs. and Misses' Fest" there, was not adopted by the meeting. There were a very large number of those present who in their hearts and in their language of the meeting were strongly in favour of a separate fund, or of a fund exclusively for the women and children who are outside the ordinary channels of relief, but who, as is usual in Hongkong, were afraid to back their opinions by their votes lest they should be left in a minority. Mr. GEORGE MERRAY BAIN should have been nominated Honorary Secretary of the Fund instead of Mr. STEWART LOCKHART. What his claims to the position are, we do not know.

## TELEGRAMS.

## REUTER'S TELEGRAMS.

## The War.—The Belmont Victory.

LONDON, November 24th.  
The British losses at Belmont were 58 killed, 146 wounded and 21 missing. The losses, including 4 officers killed and 21 wounded. Fifty prisoners were taken, including a German Commandant and six Field Comets. The infantry behaved splendidly and, supported by the Naval Brigade Artillery, carried three ridges in succession at the point of the bayonet. The victory was complete. The enemy fought with skill and courage. The casualties among the officers were chiefly from the Guard regiments.

## (From Japanese Papers).

## Mining rights in Korea Granted to England.

SEOUL, November 16th.  
The Korean Government has at last decided to grant the demand of Great Britain to work the gold mine at Fusan, following the precedent established by the concession given to Germany to work the mine at Kinjo.

## Russians on Umeung Island.

MATSUKE (Yamato), November 16th.  
A man just returned from Utsunomiya, or Umeung Island states that on the 3rd instant a Russian warship arrived there and landed thirty men, who took down the flag the Japanese residents had hoisted in honour of the Imperial Birthday, and declared that the island was in the occupation of Russia. After taking some photographs, the warship went away, leaving fifteen bluejackets on the island.

## WEATHER REPORT.

The Observatory report says:—  
On the 26th at 11.55 a.m. the barometer has risen on the China coast. The high pressure area is still central over Mid China. Gradients moderate with strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fine.  
On the 27th at 11.55 a.m. the barometer continues to rise on the China coast. The high pressure area remains central over Mid China, and pressure is probably in defect over E. Japan. Gradients rather steep generally, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N. winds; fine.

## LOCAL AND GENERAL.

The appointment of Ho Nai Hop as a public vaccinator is gazetted.

A RETURN showing the Expenditure of the 1893 Loan is published in the *Gazette*.

THROUGH the great pressure on our space, we are obliged to hold over till to-morrow an answer from Justice to the letter written by A. B.

THE returns of the number of visitors to the City Hall Museum for the week ended 26th November, are:—Europeans 108, Chinese 2,005, total 2,113.

A RIFLE shooting match between teams composed of sergeants of the Royal Welsh Fusiliers and Hongkong Volunteer Corps is in process of arrangement.

THE Memorandum of the Unofficial Members, excepting Mr. Whitehead, regarding the estimates for Public Works Extraordinary of 1900 is published in the *Gazette*.

THE strike among the barbers of Canton, which we reported in a recent issue, lasted three or four days, the men gaining their point, namely, 3,000 cash per month instead of the \$3 as proposed by the masters.

IT is notified in the *Gazette* that His Excellency the Governor has given his assent, in the name and on behalf of the Queen, to Ordinance No. 35 of 1899, which gives a sum of \$2,684,651 to the Public Service of the Year 1900.

A BAZAAR in aid of the Asile de la Ste. Enfance will be held on the 5th December next at the City Hall. The Bazaar will be under the patronage of His Excellency the Governor and we trust that the convent will materially benefit thereby.

An Ordinance to amend and consolidate the law relating to the carriage and possession of arms and ammunition and the New Territories Land Court Ordinance, both of which were read a first time on 23rd inst., are published in the *Gazette*.

IT is notified in the *Gazette* that parcels for the South African Republics, and other disturbed districts in South Africa, can only be accepted at the Post Office at sender's risk. The issue of Money Orders on the above countries has been temporarily suspended.

WE made an error in our report of the sad suicide of Sergt. (Learly, R.A. in our Saturday issue. He was not buried on Saturday, a postmortem being held on the body on Sunday morning at the Public Mortuary. He was, however, buried on Sunday afternoon. The coroner will hold an inquest, probably to-morrow.

AN Order in Council is published in the *Gazette* to the effect that any correspondence which is sent to the Colony from any place outside the Colony for the purpose of being posted in the Colony shall be charged, upon being posted at the General Post Office of the Colony, with the same rates of postage as if such correspondence had been posted at any office other than in the Colony.

THE *Universal Gazette* states that some Chinese in San Francisco recently sent a telegram to the Tsungli Yamen with the request to convey the senders' congratulations to the Emperor on his Majesty's return to power, and to the Empress Dowager for handing it to the Emperor. This news comes as a surprise, for no one in China has heard of such a matter for congratulation. The telegram is evidently the result of a recent report sent to San Francisco from Shanghai.

A PRACTICE dance was given by the staff of the Hongkong and Whampoa Dock Company at Kowloon on Saturday evening. A good number were present, and a very pleasant evening resulted. The Ballroom was very tastefully decorated with flowers and flags and the programme well arranged. A string band of the Welsh Fusiliers was a valuable adjunct to the success of the evening's entertainment, by the good time, and careful rendering of the piece, adding greatly to the enjoyment of the dance.

ANOTHER paper chase was held last Saturday night from the Victoria Recreation Club bath-house. Messrs. Spittle and Watson were the pursuers and started at 8.48 p.m. going along the Queen's Road, Praya East, Burlington Bridge, round the Happy Valley, up the Wongai-cheong Gap, along the Kennedy Road, down Wanchai Gap and along the Queen's Road home, returning at 10.05 p.m. The hounds, 14 in number, started at 8.55, seven minutes after the pursuers and, after a very good run, came in 40 seconds behind the time allowed as a start.

A MEETING of the Legislative Council, will be held on Thursday, 30th November, at 3.00 p.m.

## BUSINESS.

## 1. Financial Minute No. 26.

## 2. Report of the Finance Committee. (No. 10.)

## ORDERS OF THE DAY.

## 1. First reading of a Bill entitled An Ordinance to amend the Dangerous Goods Ordinance, 1873.

## 2. First reading of a Bill entitled An Ordinance to amend the Liquor Licenses Ordinance, 1878.

## 3. Second reading of the Bill entitled An Ordinance to amend and consolidate the law relating to the carriage and possession of arms and ammunition.

## 4. Second reading of the Bill entitled The New Territories Land Court Ordinance, 1899.

## 5. Committee on the Bill entitled An Ordinance to consolidate and amend the Laws relating to Merchant Shipping, the duties of the Harbour Master, the control and management of the waters of the Colony, and the regulation of vessels navigating the same.

## M.A.—A meeting of the Finance Committee will be held immediately after the Council.

## MEETING AT THE CHAMBER OF COMMERCE.

A meeting was held at the Hall of the Chamber of Commerce, to consider the best means of raising money for the assistance of the wives and children of those soldiers who had gone to the Transvaal and who were not on the strength of the Regiment and were thus left totally unprotected for.

By 12 o'clock a large number of our Residents had assembled the Hall being packed, amongst those present were:—General Gascoigne, Admiral Fitzgerald, Hon. J. H. Stewart Lockhart, Hon. T. H. Whitehead, Hon. R. D. Orms, Hon. W. M. Goodman, Hon. E. R. Bellios, Sir Thomas Jackson, Hon. H. E. Pollock, Capt. Trefusis, Col. The O'Gorman, Commandant, Messrs. J. J. Francis, C.C., G. C. Anderson, A. P. Stokes, C.P. B. J. M. Leck, D. R. Crawford, A. Ford, A. McChonachy, Ho Tung Ho Kai, A. Young, W. C. Humphreys, C. Duncan, E. W. Playfair, J. McKie, Hartigan, R. C. Wilcox, W. Ho Fook, Fung Wa Chun, A. Mackenzie, W. Danby, W. Humphreys, F. Smyth, Jones-Hughes, W. Cook, Newman, Mumford, Cruikshank and Barton.

His Excellency was in the chair, and rising to address the meeting said:—They had met together in pursuance of a notice which had appeared in the local papers, for the purpose he would not say of inaugurating, but rather of continuing a fund already patriotically inaugurated by the *China Mail* for the assistance of the wives and children of those soldiers who were not on those of our soldiers who had gone to the Transvaal and who had gone to the Transvaal.

It appeared to some gentlemen to whom he had spoken that the British community in Hongkong should have an opportunity of coming together and discussing the best measures that could be taken to make a more complete effort to obtain subscriptions for the purpose for which that fund had been opened. A fund had been started at the Mansion House, but he was not certain whether or not that fund covered the whole of the ground for which the fund of the *China Mail* had been inaugurated. This information he had been able to obtain by the courtesy of the Eastern Extension Telegraph Co. who had wired to find out the ground covered by the Mansion House fund and this was their reply:—

"Fund embraces widows, orphans and other dependents of officers and men. For sick and wounded while under treatment. For soldiers and sailors disabled by wounds. For benefit after leaving service. For wives and children left behind and those not on the strength of the fund." Therefore the fund as distributed would cover the ground desired by them and he would suggest that any money collected in Hongkong should be sent as a contribution to that patriotic fund for the people of Hongkong, and given to them for distribution. Our soldiers were doing their duty manfully and it remained for us to do ours. When it was known that we had entered on this struggle with the

Transvaal people from every part of the Empire came forward manfully and offered their assistance to the Imperial Government. Hongkong had not been behind and although the number who had volunteered had been small it was in proportion to the strength of the forces in the Colony. Although their assistance was not required, there was another way in which we could do our duty, we could show all our soldiers that not only was our sword ready to leap from the scabbard in every part of the Empire in defence of our honour, but that our hearts have gone out to our soldiers and not only do they beat in sympathy, for them, but we are willing to give our heartfelt sympathy and assistance to those whom they have left behind. We knew that many would be left in South Africa—but those who were left would remember when they came back that at the time of trouble they were not forgotten, that they had the hearty sympathy and help from those who were able to assist them. He would not detain them longer but was certain that all the British subjects in Hongkong would come forward generously to support the subscription list and he had no doubt that when the amount was made up, and sent home the people would have no reason to be ashamed of the total sum raised for this purpose. Mr. Walton, who had been visiting Hongkong had asked him to mention that he wished to subscribe \$500.

He would suggest for the purpose of this meeting that a committee be appointed to settle what was best to be done.

He desired to congratulate the Editor of the *China Mail* on his patriotic promptness in opening the subscription for this purpose. The Hon. J. H. Stewart Lockhart should be appointed Hon. Secretary.

And he would suggest that Sir Thomas Jackson be Treasurer.

Sir Thomas Jackson—I shall have very great pleasure in acting as Treasurer.

General Gascoigne said:—He thought the original idea was that the subscription should be devoted to the relief of the wives and children of those soldiers who had married off the strength and he had subscribed with that intention. The wives and children who were on the strength were looked after, they received a separation allowance and although he did not mean to say many of them were not in straitened circumstances still they were not destitute, and if their husbands died they had a certain sum of money given them.

His Excellency had mentioned that money from the Mansion House Patriotic Fund was devoted to the relief of the wives of soldiers who married off the strength; that such was the case was new to him and also to many officers with whom he had discussed the matter. This patriotic fund had been started formerly at the time of the Crimean War and it had been very difficult in the past to get money out of it. The fund had been capitalised and was now swollen to a large extent. It was difficult but possible to tap money out of it if somebody sufficiently influential would bring the cases prominently forward. He put it to the meeting whether the intention was to have this money capitalised for he believed it would end very much in this way if it were paid into the "Patriotic Fund," or whether it should be more or less devoted to those who are sufferers at the present time.

His Excellency—Explained that the fund now opened at the Mansion House was not the one started for the relief of these who were sufferers from the Crimean War but was a fund altogether separate and distinct and he would again read the telegram he had received with reference to the distribution of the fund now being raised.

His Excellency proceeded to read the telegram already quoted.

Mr. J. J. Francis, Q.C., suggested that the money should be distributed by the Society known as the Soldiers and Sailors Families Association.

The Colonial Secretary—desired to point out that the suggestion that money should be handed over to the Mansion House Patriotic Fund, originated with him, that that fund had no connection with the old Crimean fund—his object in mentioning it was in the hands of some of the best men in the country and would be well administered and the money would go to the most deserving cases.

Sir T. Jackson—proposed that His Excellency be appointed Chairman of the Committee and the following be elected as members, with power to add to their numbers:—His Excellency the Governor, Chairman; Major General Gascoigne, C.M.G.; Commander Powell, R.N.C.B.; The Hon. J. H. Stewart Lockhart, Hon. Secretary; Sir Thomas Jackson, Hon. Treasurer; Judicial members of Legislative Council Vm. Gray, David Gill, A. McChonachy, D. R. Crawford, G. Murray Bain, J. J. Francis, H. N. Mody, J. A. Raymond, D. M. Moses, Ho Tung, Fung Wah Chuen, with power to add to their number.

Commander Powell—assured His Excellency and the meeting that the fund would meet with the hearty support moral and material of Navy and His Excellency again read the names of the proposed committee, who were unanimously elected.

After some further discussion which unfortunately our want of space compels us to leave out, it was definitely decided that the money collected should be paid into the Mansion House fund for distribution amongst the wives and children of soldiers who were engaged in the Transvaal as those in charge of that fund might direct.

## SHOOTING.

## H.K. V.C. BAND.

A Shooting competition between the members of the Band for a presented prize took place yesterday in very favourable weather. The ranges were 200 yds. 400 yds. and 500 yds. Drummer Burgess carried off the Prize with a possible of 105.

The aggregate scores were as follows:—  
Drummer Burgess 105  
Sergt. Drummer Brown 95  
do. do. Mackie R.W.F. 62  
Drummer Ford 63  
do. Silas C. 54  
do. Warren 42  
do. Cesar 37

## NEW SOLDIERS AND SAILORS INSTITUTE.

The Secretary of the New Soldiers and Sailors' Home fund begs to acknowledge gratefully the following sums:—

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## Intimations.

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

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1247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
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12th October, 1898.

[1242]

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[12394]

WORTH A GUINEA A BOX.

BEECHAM'S  
PILLSFOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK-HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
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AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.

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Prepared only by the Proprietor:-  
THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the  
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S.S. Chingth.A SMALL Consignment of PINEAPPLE  
BRAND AUSTRALIAN FRESH  
STREAKY BACON.H. RUTTONJEE,  
13 & 15, D'Agular Street,  
Hongkong, and  
21 & 23, Elgin Road, Kowloon.

Hongkong, 24th November, 1899. [1404]

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS AND  
GENERAL COMMISSION  
AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMAN'S RAHTJEN'S GENUINE  
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LAUNCHES,  
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FERGUSON'S SPECIAL-CREAM  
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P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
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REASONABLE PRICES.KUHNS & KOMOR,  
JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMMENT, HUMBER and GLADIATOR Co., Ltd.,  
DUNLOP TYRES'S BICYCLES-PRICE...\$160.  
A special reliable Watch made for this Climate.Quality A.....\$16  
Quality B.....\$1240, QUEEN'S ROAD,  
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.JAYES  
FLUID  
THE BEST  
DISINFECTANTAVOID ALL RISK OF OUTBREAK BY  
ITS USE.W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1897.CARBOLINEUM AVERNARIUS  
USED FOR OVER 20 YEARS.Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.Sole Agents for China:-  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1899.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	HONGKONG, VIA SINGAPORE and S. KAWAMOTO	TO-MORROW, 28th Nov., at Noon.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,  
Manager.

Hongkong, 20th November, 1899.

[6]

## NORDDEUTSCHER

## LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAVRE and HAMBURG.	3rd December. Freight.
Mayer	(LONDON with transshipment in HAMBURG)	About 10th December. Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG.	About 10th December. Freight and Passage.
Christiansen	(LONDON with transshipment in HAMBURG)	About 2nd January. Freight.
AMBRIA	HAVRE and HAMBURG.	About 10th January. Freight and Passage.
Burnmeister	(LONDON with transshipment in HAMBURG)	About 10th January. Freight and Passage.
*SARNIA	(LONDON with transshipment in HAMBURG)	About 20th January. Freight and Passage.
*SILESIA	MARSEILLES, HAVRE & HAMBURG.	About 20th January. Freight and Passage.
Behrens	(LONDON with transshipment in HAMBURG)	About 20th January. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG MARU  
(via Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu) Saturday, 9th Dec., at Noon. |
NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Wednesday, 3rd Jan., 1900, at Noon. |
AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Saturday, 27th Jan., 1900, at Noon. |

THE Steamship

"HONGKONG MARU," VIA  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU,  
on SATURDAY, the 9th December, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail-  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.Passengers holding ORDERS for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full, value of same is  
required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN, Agent.  
Hongkong, 14th November, 1899. [1310]

## U.S. MAIL LINE.

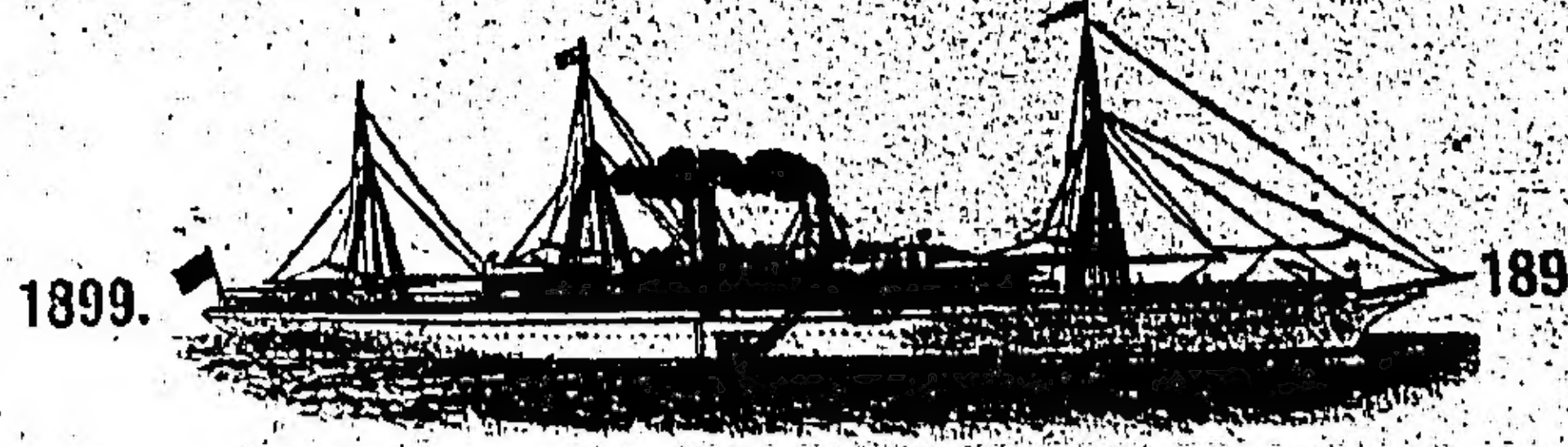
## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.  
China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Saturday, 16th Dec., at Noon. |

THE Company's Steamship

"CHINA,"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA and HONO-  
LULU, on SATURDAY, the 16th December,  
at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACI-  
FIC, UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of  
the regular tariff rate.Passengers holding Orders FOR OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN, Agent.  
Hongkong, 23rd November, 1899. [1310]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 17 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, THE  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.Lady Joicey ..... 3,194 | about | Dec. 2  
Strathgyle ..... 5,023 | about | Dec. 15  
Carlisle City ..... 3,002 | about | Dec. 31

THE Steamship

"LADY JOICEY,"  
will be despatched for SAN DIEGO VIA  
NAGASAKI, KOBE, YOKOHAMA and  
HONOLULU, on SATURDAY, the 2nd  
December.Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.

Hongkong, 24th November, 1899. [1330]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.Queen Adelaide ..... 2,832 | F. McNair ..... Dec. 2  
Saint Irene ..... 3,877 | W. Attree ..... Dec. 20  
City of Dublin ..... 3,328 | J. R. Rae ..... Dec. 30  
Breconshire ..... 3,597 | G. E. Elliott ..... Jan. 13ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.Nonmouthshire ..... 2,874 | W. A. Evans ..... Dec. 23  
Aberglidde ..... 3,777 | J. Murray ..... Jan. 27THE attention of Passengers is directed to  
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-  
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad traveling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates or Passage to other Points on application.

Special rates allowed to members of Govern-  
ment Services.Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).For further information apply to  
DODWELL & CO., LIMITED,  
General Agents,  
Hongkong, 27th November, 1899.OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Thursday, 30th Nov., at Noon. |
Doric (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Saturday, 23rd Dec., at Noon. |
Coptic (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Saturday, 20th Jan., 1900, at Noon. |

THE Company's Steamship

"GAELIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates, and  
particulars of the various Routes may be ob-  
tained upon application.Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Passengers who have paid full fare, re-em-  
barking at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
to Europe.All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building.J. S. VAN BUREN, Agent.  
Hongkong, 4th November, 1900. [1310]

## To be Let.

## TO LET

SEMI-DETACHED VILLA RESI-  
DENCES on Bowen Road (now in course  
of erection).  
GROUND FLOOR, 52, PEEL STREET,  
"HARFORD," MAGAZINE GAP.  
ERANIE'S BUNGALOW, KOWLOON.  
GODOWNS' AL KENNEDY TOWN.Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 17th November, 1899. [1310]

## OFFICES TO LET

NO. 24, ICE HOUSE STREET. Immediate  
Possession.  
Apply to  
A. W. DANDY,  
Civil Engineer & Architect,  
Hongkong, 7th October, 1899. [1310]

## TO LET

ONE LARGE ROOM, suitable for Office  
with Immediate Possession.  
Apply to  
A. HAHN,  
No. 10, Ice House Street,  
Hongkong, 15th November, 1899. [1310]



## GUARDS' FAREWELL.

## Exciting Scenes on Their Departure.

LONDON, October 23rd.

One can only wonder what Southampton will be like when the pendulum swings back and the transports have all departed, writes our special correspondent at Southampton. Since last week the little Hampshire town has been generally working up the war fever, which culminated in the enthusiasm that attended the departure of the Guards on Saturday.

The Guards seem to have a special fascination for the populace, for although other regiments have been seen to service, and consequently have more honours on their colours, the Coldstreams, the Grenadiers, or the Scots are always assured of an even greater ovation than the men of other battalions, and their reception at Southampton was no less wildly enthusiastic than their send-off in London, although necessarily more brief, as the crowd had to content itself with cheering as the troop trains slowly passed across the street from the station to the docks, where, as on Friday, no one was admitted "except on business."

## CROWDS OF SPECTATORS.

Yet it was marvellous how many hundreds of people managed to find business therein, and in the course of the day the hundreds grew to thousands, filling quays and sheds, stationary train roofs, and the iron ladders of huge hydraulic cranes.

Nor was royalty wanting to further stimulate the cheers and enthusiasm, since the Duke of Connaught, with a small staff of officers arrived shortly after two and went aboard the *Victoria*, on which the Scots Guards and already embarked. The men of this regiment were wearing the ordinary scarlet coat dear to the nursery-maid, the white Colonial helmet being the only indication of their foreign destination, and they consequently gave more colour to the scene than the khaki-clad, dust-coloured groups of previous days.

The Coldstreams presented a splendid spectacle as they detrained at the ocean Quay to embark on the Union liner *Garonne*, for they, too, wore scarlet coats and khaki helmets.

The Union Company's steamer *Moar* had a number of distinguished officers on board, some 60 in all, including Lieut.-Gen. Lord Methuen and Lieut. Roberts, a son of the ever-popular "Bobs." Lord Methuen looked every inch a soldier as he came on board. He is tall and vigorous, with the strong square chin that betokens a fighter, and a man who can "get up and get it," and moreover, he is what few British officers are, as one of his staff told the *Leader* representative, "a good swordsman and an excellent judge of fence." Methuen says it keeps old age off, too, as well as teaching a soldier how to use his weapon.

## A STIRRING SCENE.

The *Moar* was besieged all day with officers and relations, and presented a stirring scene, although the *Nubia*, timed to leave the docks at two o'clock, was almost as interesting at the time of the Duke of Connaught's visit. Southampton Water was crowded with craft, including excursion steamers black with frantically cheering people, and the little ferry across to the Extension was constantly busy with rubber-boned officers and smart dandies rubbing shoulders with dockers and ships' stokers.

Generals and colonels were met with at every turn, and more lieutenants and captains were as plentiful as blackberries. Everywhere from bands, cornets in the crowd, tin whistles, and hundreds of throats came the strains of "In Trafalgar's Bay," occasionally varied with "Tommy Atkins" and "Rule Britannia."

Then the *Goorkha*, whose gangways had been some time moved away amid cheers, "Trafalgar Bay" and hurrahs dividing the honours. The ferry was busier than ever with Britishers rushing back to the telegraph shed and others who wanted to get to the last point of view, but after all the *Goorkha* only moved over to the extension to take more troops aboard.

## "GOOD-BYE AND GOOD LUCK."

At four o'clock the *Nubia*, white, stately and crowded, started in earnest, followed by shouts and siren blast until she was lost to sight, the sound of the saluting guns of the *Australia* as she passed coming up in the gathering gloom.

A little electric launch came skimming over the water to the *Moar*, a mighty roar of welcome rose as the crowd recognised the Duke of Connaught, accompanied by Gen. Moncrieff. After inspecting the vessel and watching the last detachments embark, the Duke bade the officers good-bye, and turning on the gangway, again and again "good-bye and good luck to you!" a sentiment loudly echoed by the on-lookers.

The mists crept up over the water and the air grew cold as the *Garonne* at last left her moorings and, preceded by a tug, started on her voyage South, amid cheers, shouts, the words of "Tommy Atkins" mingling with "Rule Britannia" and "See the Conquering Hero Comes" as the men on the *Goorkha* cheering as wildly as any. Darker grew the evening as the *Moar* brilliantly lighted, swung round and followed, with officers and men hip, hip, hurrahing in response to the crowd on shore.

## BAD FOR KRUGER.

"What are you going to do with Kruger?" shouted out a spectator voice from the quay, and a general roar of laughter followed as the facetious comedian instantly played "A little bit off the top."

One would have thought that even the leather lungs of patriotic Southamptonians were tired after a day's cheering, but dark as it was when the *Goorkha* at last drew slowly away, the cheers were still hearty and loud.

Yesterday two more transports sailed—the *Matla* and the *Pavonia*—and altogether some 17,000 men will have left Southampton Docks in about three days.

## London's Leavetaking.

WILD ENTHUSIASM ON THE WAY TO WATERLOO.

The departure of the Guards from London on Saturday gave rise to a remarkable demonstration of public admiration and enthusiasm.

London being cheering at five o'clock in the morning, writes a *Leader* correspondent. It was cheering at two in the afternoon. The roll of drums was as long and as valiant as the battle at Glencoe, and the cheering by the crowd's part of the war they did it well.

The morning was a wretched one, as to weather. It was raw and foggy, had enough to damp the ardour of anyone, but after all, those who did get up early had the best of the scenes. There was more order later on when more constables got up and came out. Apparently it must have been thought that at five o'clock in the morning there would be nothing to see. But was there not? The authorities alone forgot that it was the Guards who were going to battle. The crowd had all its own way, or nearly.

## A THIN WHITE LINE.

The most remarkable of the scenes along the streets were therefore when the first detachment of Scots Guards, in the usual manner, started their way. But they were barely out of Chelsea Barracks gates before the crowd began to surge, and before Victoria was reached

the line of four abreast had been squeezed into a line of two abreast in its widest place, and at Westminster the Guards became a thin, straggling single file of white helmets trickling through the crowd.

I got ahead and waited on Westminster bridge. In a little while came a crowd with some mounted policemen in it. Then came trickling the thin white line.

## ARM IN ARM.

The crowd had got the Guardsmen arm and arm. Fellows had a kit-bag under one arm and a soldier under the other. Girls had a ride on one shoulder and a Guardsman on the other. Some girls shared a soldier between them rather than have part in the great farewell. Fellows struggled about carrying something, and would have carried Tommy himself. In fact, some did. And in through the lines of the people in the marching crowd broke others from the lookers-on.

Tommy was shaking hands on both sides. Now and then rushed someone with a flask of whisky. "Have a nip, old man for luck's sake. Go on, drink deep; there ain't no water in it. That's the lad. Here's your health. God bless you."

Crossing the river the band played "Britannia Rules the Waves." The people sang it, and then the hand-shaking brought the thin line of white helmets to a standstill, for a while such was the mad enthusiasm.

## WHIRLPOOL OF PEOPLE.

At Waterloo the crowd was kept back off the platforms. At the gate to the hill leading to the South station it was a regular fight. A whirling, twisting whirlpool of people, out from among which the Guards came one by one, just as if the people had been wheels, and were twirling the soldiers along by the action of revolving. The last four actually did have a fight for it, for the crowd then got round them 12 or 14 deep to the gate.

Friends, wives, and sweethearts came up to the parting gatepost, the centre of the whirlpool. A kiss, a hug, the poor woman who whirled one way through the crowd, the soldier the other. Every now and then some male friend with a kitbag thought that would be passport enough to the platform. He had to be twisted!

## ADVENTUROUS SPECTATORS.

While waiting for the train people got on to a neighbouring platform, and there were many incidents fraught with the greatest danger. A whole host swarmed down on to the metal-outside Waterloo station! The police themselves ran several risks in nipping out of the way of the trains.

Then some people climbed signal-posts. Others got on the tops of trains and had to be called down just as the trains were starting. Quite a lot of people crossed over the headplate of an engine from one platform to another, and just as a woman with a child in her arms was going to do so the engine started.

At last the Grenadiers' band moved up to the end of the platform, the guard whistled, the band played "Auld Lang Syne," and the scream of cheers became like a force gust of wind, and away the Grenadiers went.

## AT NINE ELMS.

Nine Elms station was also used for the purpose, as well as Waterloo. From these two points seven long trainloads carried the 3,000 Guardsmen—Scots, Coldstreams, and Grenadiers—to Southampton.

It was to this station that the Duke of Connaught, in the uniform of the Scots Guards, attended by Col. Egerton and the Duke of Cambridge, went to see the embarkment of the troops. Many well-known staff officers were also present: Major-General Trotter, in command of the Home District; Major-General Campbell, late commander of the Scots Guard; Col. Ivor, and many others.

## Sunday's Departures.

COLDSTREAM AND ROYAL ENGINEER RESERVES LEAVE LONDON.

In spite of the prevalence of heavy fog and damp atmosphere, Londoners turned out in their thousands yesterday morning to witness the departure for Southampton of the reservists of the 1st Coldstream Guards, who are to join the main body of the battalion at Gibraltar and proceed with them to South Africa.

The reservists were 350 strong, and were under the command of Major the Hon. W. Lambton, with whom were Capt. Wilkinson, Lieut. Hutchison, Lieut. Wild, and Major Crook Lawson.

## POPULAR ENTHUSIASM.

They paraded at Wellington Barracks at eleven o'clock, and started half an hour later for Waterloo station, headed by the band and drums of the Coldstream Guards.

The exit from the barracks was crowded, and the troops were cheered with great heartiness, and the popular enthusiasm extraordinary, but a climax was reached where the roadway narrows at Storey's gate, and despite all the efforts of mounted and foot police, the formation was temporarily broken up, and the men had to work their way through in single file.

Friends and relatives crowded round individual soldiers to get a final handshake, or caress, while the general body of the crowd kept up a constant ovation.

Over Westminster bridge and along York-rd, the throng was great, and the approach to Waterloo station would have been blocked entirely but for the presence of a very strong police force under the direction of Major Gilbert, which managed with difficulty to keep open a passage wide enough for the troops.

The departure platform was kept clear of all save the military and a few privileged civilians.

Among those present were noticed Major-General Trotter (commanding the Home District), Capt. Bayly, Col. Corrie (regimental commander of the Coldstreams), the Duke of Abercorn, Lord and Lady St. Oswald, Major Maude (brigade major) and Mrs. Maude, Mr. Albert A. Beckett, Mr. C. L. Nicholson, the Earl of Durham, Lady Ann Lambton, the Hon. G. Lambton, Major Gilbert, and others.

The reservists were drawn up in line on the platform, and then proceeded to entrain under direction of Major Maude and their own officers.

## ROYAL ENGINEER RESERVES.

They found awaiting them at Waterloo close on 100 Royal Engineer Reserve men from Chatham under command of Capt. G. H. Harrison, on their way to South Africa to join No. 8 Company.

The engineers many of whom are from the great railway works at Crewe, were in khaki uniform, and looked a smart, useful body of men.

While the Reservists were getting their seats and relieving themselves of their impedimenta, the band, which had marched on to the platform, played "Marsellaise," the regimental march, at the conclusion of which the soldiers cheered lustily, and were answered in even greater volume by the crowd in the station yard.

## "AULD LANG SYNE."

At 7.30 the Engineers' special moved off, and the band played "Washington Post" while the band played "Auld Lang Syne," but all but the first few were drowned by the storm of cheering of the soldiers and their well-wishers.

## Embarking at Tilbury.

TRQOPSHIP "ORIENT'S" DEPARTURE IS DELAYED BY THE FOG.

Yesterday morning a thick white mist enveloped the great liner *Orient* as she lay a few yards from the water's edge at Tilbury awaiting to embark her complement of troops for South Africa. Hard by lay the *American* with 600 artillerymen lounging lazily on deck.

## Transports Still Detained by Fog.

October 24th.

The Tilbury Docks were yesterday again a centre of much activity in connection with the embarkment of troops for the Cape, but unfortunately a continuation of the dense fog which prevailed on Sunday materially interfered with the arrangements for the departure of the troopships.

The *Orient* Company's fine steamer *Orient*, now rechristened *Transport No. 24*, which was left for the Eastern Dock on Sunday, cast off at ten o'clock yesterday morning and proceeded as far as the lock, this movement being watched by a number of the friends of the Black Watch and other soldiers on board, and the customary farewells passed between the shore and the ship.

## RETURNS TO DOCK.

She remained in the lock for a few hours, Capt. Symons entertaining the hope that the weather would clear sufficiently to allow of her departure, but shortly after noon the land haze from the low-lying Essex coast increased and spread over the river with such thickness that it was deemed advisable for the *Orient* to return and await more propitious weather.

Meanwhile the troopship *Armenia*, owned by Messrs. Frederick Leyland and Company, Limited, of Liverpool, was taking on board several batteries of artillery, which had been transported from Aldershot, &c.

## ARTILLERY EMBARK.

They consisted of the Brigade Divisional Staff, 1st Division R.F.A., 5 officers and 116 men; 7th Battery R.F.A., 5 officers and 116 men; and 66th Battery R.F.A., 3 officers and 116 men. Ammunition columns, 1st Division, 5 officers and 105 men, and a detachment of the R.A.M.C., consisting of 1 officer and 3 men.

The artillery, who had 18 guns, principally 15 pounders of the newest pattern, wore the uniform in which they will go into action, khaki tunics, puttees, and field pattern caps, which all looked very fit. Col. Hunt is in chief command.

The *Armenia* was originally timed to leave early yesterday, but she was detained by the fog, and last night it was not expected that she would be able to cast off before this morning.

The *American*, belonging to the Atlantic Transport Company, is also staying at these docks. She has been fitted up as a troopship, and is due to leave to-day with a military contingent and a number of horses.

## At the Albert Dock.

With yesterday afternoon's tide the two transports *City of Vienna* and *Mohawk*, carrying Cavalry Division Staff, and detachment of the Royal Army Medical Corps, sailed from the Royal Albert Dock for Cape Town.

It had been intended that they should start on Sunday, but owing to delays caused by the fog they were unable to do so.

Shortly before one o'clock the *City of Vienna* cast off her moorings and began slowly to back down the basin in tow of a tug. Ashore there was no sort of send-off. The public were rigorously excluded from the precincts of the dock, and beyond a score or so of dockers, constables, and quayside-men there was hardly anyone to witness the departure of the vessels.

## "GOOD LUCK."

A cheery "Good luck to you" from an officer standing on the quay was the only farewell given.

In just the same, quiet, unobtrusive style the *Mohawk* followed the lead of the *City of Vienna* some fifteen minutes later.

Meanwhile another transport, the *Nomadie* was with all haste making ready to be off. All the morning horses from Aldershot and Woolwich had been embarked upon her, together with a warrant officer, four non-commissioned officers, and 45 men, and three trumpeters of the Medical Staff Corps, an officer of artillery, an officer of the veterinary department, and an officer and one man of the 19th Hussars.

## A HITCH.

Had it not been for a hitch in the arrangements for the supply of fodder for the animals, the *Nomadie* would have followed her sister transport, but should the climatic conditions permit, it is understood a start would be made early this morning.

## At Southampton.

Three large transports left Southampton yesterday carrying for service in South Africa bodies of troops conveyed by train from Portsmouth, Devonport, Aldershot, Colchester, Pembroke Dock, and Dover.

The officers and men were, with certain exceptions, those of Scottish, Irish, and Welsh battalions.

Two of the three ships sailed when daylight was past, so that there was far less to gratify the love of the public for a spectacle than on Saturday and Sunday.

The first detachment of the Royal Welsh Fusiliers brought them a tragic story from Pembroke Dock. The details as to how the men were taken to a drummer to hold of a Lee-Netford rifle belonging to another soldier, and jeffordly gave them some directions how to "pot" Boers. While the larking was going on the weapon was discharged, the bullet passing through one man's arm and penetrating the shoulder of another.

More seriously hurt was a reservist named Jones from the Cardiff Police, but the injuries of both were sufficient to necessitate their removal to the hospital.

The drummer accompanying the battalion to Southampton is under arrest. One version is that the cartridge was picked up from the floor of the barrack-room and carelessly put into the breach of the rifle without examination. The unfortunate occurrence cast quite a gloom over the Welshmen.

## AMERICA LUST BARK GREAT BRITAIN.

WASHINGTON, October 23.

Clifton R. Breckinridge, United States Minister to Russia during the second Cleveland administration, in an interview to-night said that, in case any nation or combination of nations should attempt to embarrass England in the present war in South Africa it would be the imperative duty of the United States to take the part of Great Britain and sustain her with our whole moral and material strength.

"I do not know that any nation or group of nations could attempt to embarrass England for the purpose of crippling her as a great power; but I do not hesitate to say as a citizen that if such purpose should become manifest it would be required of us by every consideration of interest and duty to take the part of England."

against any such attacks and, if necessary, to put forth our whole strength in her defense.

"Great Britain's action in South Africa is in line with the duty and development of the Anglo-Saxon race. In her present struggle she deserves the unanimous support of the American people. In case other European nations should, through international jealousies, attempt to retard her in the clear and simple duty she is performing at this time, the conduct of the United States should be determined by a consideration mightier than mere political expediency or political precedence. We should be enjoined by every sentiment of patriotism and every tie of racial kinship to stand shoulder to shoulder with our brethren across the sea."

S. F. Call.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Beock & Co., A. Leopold, E. Marti, A. B. Metman, H. Mamedine, H. Marthens, A. Moses, H. E. H. A. L. Macdonald, Mrs. E. Moane, G. H. McLeod, Mr. and Mrs. McDaid, P. Martini, Sig. Mitchell, J. McCoy, J. P. Maxwell, J. P. McGilvray, D. Monsarrat, F. G. McClelland, Miss Morris, R. Nathan Sons, N. P. Nive, O. Din, U. Poincili, C. H. Petschak, M. Poursse, L. L. Pantoch, T. Partridge, C. Piemonge, T. F. Pache, Mons. Prynne, F. J. Pelley, E. Le Plessen, Dr. A. Plesse, Mrs. P. Powell, H. C. Rothenburg, K. Reys, G. Rogers, Major A. Rouget, J. Rozein, B. Rutin, F. Reiber, F. Riccardo, P. Roberts, Mrs. D. Roberts, W. Saunders, Fred. Spinnell, Miss A. Smallwood, E. C. Saldanha, D. C. Stienon, J. W. Schustermann, V. Sait Mian Abdu, Karim Ah-mohamed, Strongfield, Sir M. K. Y. Stryker, W. A. Spate, G. Steinhaue, Marie Stone, Miss J. Seeberg, Capt. T. Thomson, R. Troes, M. F. Taber, Miss H. Thompson, C. H. Thomas, L. P. Toebel, R. Vernon, A. Vaughan, J. D. Willoughby, Capt. J. T. Wilckens, H. Weissmann, B. Watson, E. R. White, J. B. White, S. S. White, W. R. Williams, R. Wing Hup, Windrich, K. Wong, G. W. Young, & Lawson, Messrs. Zulan, F.

## List of Registered Covers in Poste Restante.

Banour, P. Ludvike, Miss Colman, R. K. Louis, C. J. Lopez, J. G. (2) Luiz, Mons. Mayer, A. Monson, Vincent Fok Sing & Co. Fehir, Dr. Godaneky, E. Godaneky, S. O. Harris, F. Hesketh, S. B. (2) Haufmann, W. W. Hall, G. Rosen, G. W. Israel, J. V. Jackson, Sergt. C. Karim, Abdul Ko Sin Fan Kalandar Khan, Khan, Mehta Legner, H. L. (2) Lindsay, J. Buchanan

## List of Registered Covers for Merchant Ships.

S.S. *Changsha*, C. F. Moule. S.S. *Calcha*, J. Williams. S.S. *Formosa*, H. L. Gill. S.S. *London*, H. L. Lunt. S.S. *London*, G. Menus. S.S. *Monk*, J. Roberts. S.S. *Patrolus*, W. R. Wignone. S.S. *Parang*, Chief Engineer. S.S. *Sargeden*, John Harris. S.S. *Stula*, W. Harriet. S.S. *Trian*, Capt. Anderson.

## Antimiation.

## HOLICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply to this Office. Hongkong, 16th August, 1899. [1404a]

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"MACHAON." Captain Huanah, will be despatched as above TO-MORROW, the 18th November. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd October, 1899. [1433a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA, CEBU AND ILOILO. THE Company's Steamship.

"NANCHANG." Captain Finlayson, will be despatched as above on WEDNESDAY, the 29th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. [1449a]

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship.

"PRINZ HEINRICH." of the Norddeutscher Lloyd. Captain H. Supper, due here with the outward German Mail about the 29th instant, will leave for the above places about 24 hours after arrival. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 23rd November, 1899. [1394a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship.

"AUSTRALIAN." Captain Helms, will be despatched as above on FRIDAY, the 8th December, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Steamer and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 22nd November, 1899. [1452a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"IDOMENEUS." Captain Riley, will be despatched as above on TUESDAY, the 12th December. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th November, 1899. [1433a]

OCEAN STEAMSHIP COMPANY. FOR LIVERPOOL (DIRECT). (Not calling at LONDON.) THE Company's Steamship.

"TANTALUS." Captain Bartlett, will be despatched on or about FRIDAY, the 15th December. Taking Cargo, to LIVERPOOL, at LONDON Rates. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th November, 1899. [1466a]

SHEWAN TOMES & CO'S "NEW YORK" LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship.

"ASAMA." will be despatched for the above Port, on or about the 20th December. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 23rd November, 1899. [1447a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship.

"CHINGTU." Captain Williams, will be despatched as above on WEDNESDAY, the 20th December. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine Room. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. [1456a]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship.

"CHINGTU." Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine Room. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. [1457a]

CHINA NAVIGATION COMPANY, LIMITED. FOR NEW-YORK, VIA SUEZ CANAL. THE Steamship.

"AFGHANISTAN." will be despatched for the above port, on or about the 20th December. For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 21st November, 1899. [1465a]

## Shipping.

## STEAMERS.

WEST RIVER SERVICE. THE NEW RIVER STEAMERS.

"SAMSHUI" & "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LAFRAIR & CO'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUWING and TAKLING.

Both Vessels have Superior Accommodation for Saloon Passengers. Rates, including Sleeping Berth and Meals, HONGKONG to SAMSHUI, Single Fare, \$1.00. Return Fare, \$1.75. HONGKONG to WUCHOW, Single Fare, \$2.00. Return Fare, \$3.50.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th October, 1899. [1397a]

SAILING VESSELS. FOR PHILADELPHIA & NEW YORK. THE 3/3 A.L.I. American Ship.

"ST. MARK." Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK. THE 3/3 A.L.I. American Ship.

"REUCE." Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK. THE 3/3 A.L.I. American Bark.

"ADOLPH OBRIG." Captain Amshury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 10th November, 1899. [1403a]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "CAELIC." are hereby notified that their Goods are at their risk being discharged into Lighters and landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN, Agent. Hongkong, 22nd November, 1899. [1403a]

NOTICE TO CONSIGNEES. THE F. & O. S. N. Co's Steamship.

"COROMANDEL." FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:



## Intimations.

**RIGAUD'S**  
**White Violet**  
**EXTRACT**



This fugative and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

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10,000  
White Violets  
equal each bottle of  
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**PARIS**

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in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September 1898. [45]

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

## SIEN TING,

SURGEON DENTIST,

No. 10, D'ARQUILLER STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [43]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBTS contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong, Hainan, or  
REUCH, American ship, D. Whitmore—Stan-  
dard Oil Co.

VISITORS AT THE HONGKONG  
HOTEL.

Mr. J. H. Aitken  
Mr. John Angus  
Mr. W. S. Bailey  
Mr. B. J. Barlow  
Mrs. A. Barnett  
Mr. W. M. Black  
Comdr. B. Blewett  
Mr. and Mrs. H. H.  
Hottenheim  
Mr. B. Branch  
Mr. J. W. Brown  
Mr. B. Bussie  
Mr. B. Bussie  
Mr. T. F. Burgdorf  
Mr. D. M. Carlsen  
Mr. H. Carlsen  
Mr. A. B. Carter  
Mr. and Mrs. F. Clark  
Mr. and Mrs. Sherman  
Miss Cunliffe  
Mr. P. C. Denroche  
Mr. H. Douglas  
Miss Dunn  
Mr. A. H. Ellis  
Mr. W. H. Everett  
Mrs. Farrell and child  
Mr. W. F. Fackel  
Miss M. Geary  
Mr. and Mrs. K. Gibson  
Capt. Goddard  
Mr. Goodwin  
Major and Mrs. Griffin  
Mr. and Mrs. G. S.  
Grosvenor  
Mrs. Groves  
Mr. T. Guignard  
Mr. R. J. Hall  
Miss Hamilton  
Staff-Surg. and Mrs.  
W. E. Home  
Mr. T. Howard  
Mrs. Jackson  
Major and Mrs. Jeffreys  
Mr. and Mrs. Joseph  
Mr. E. A. Katsch  
Mr. J. L. Kilworth  
Mr. J. Kirkwood  
Mr. J. Lamke  
Mr. E. A. Leggart  
Mr. L. A. Levy

Mr. R. J. MacGowan  
Mr. G. A. Macmillan  
Mr. W. V. Maslovsky  
Madame May & maid  
Mr. J. Y. Mayston  
Mrs. McCrackin and  
child  
Comdr. T. C. McLean  
Mr. and Mrs. C. McLeod  
Mr. F. S. Mester  
Mr. E. O. Murphy  
Mr. J. J. O'Neill  
Mr. E. Enrique Ortiz  
Mr. K. Ota  
Mr. M. Pando  
Mr. W. Parfitt  
Mr. J. C. Perry  
Mr. A. C. Van Nierop  
Mr. and Mrs. C. E.  
Richardson  
Miss Richardson  
Mr. G. A. Richardson  
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Roberts  
Mr. S. J. Robins  
Mr. R. T. Rolph  
Mr. H. Simms  
Mr. T. Simpson  
Mr. A. J. Hamilton  
Mr. A. Spagnolo  
Mr. M. Steger  
Mr. B. Taylor  
Mr. C. A. Thomas  
Mr. W. J. Thomson  
Miss Twining  
Mr. F. Urbig  
Mr. H. S. Vaughn  
Mr. G. Waghorn  
Mr. and Mrs. B. T.  
Walling and child  
Mr. and Mrs. W. Wiley  
Miss White  
Mr. and Mrs. A. W.  
Wild  
Mr. and Mrs. Bagnall  
Mrs. J. Williamson  
Mr. and Mrs. Workfield  
Mr. J. M. de Zuniga

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Mr. and Mrs. F. E. All-  
husen  
Mr. Louis Bermdoague  
Mr. H. F. R. Brayne  
Mr. P. Bure  
Capt. Van Corder  
Mr. H. H. Dunn  
Mr. and Mrs. W. H. T.  
Davis and child  
Mr. A. L. Denison  
Mr. P. Dow  
Colonel H. Eldsade  
Mr. J. S. Ezekiel  
Mrs. A. Fleet  
Mr. A. Forbes  
Mr. A. R. Fraser  
Mr. H. H. Gompertz  
Colonel E. H. Gorges  
Mrs. Iburg  
Major G. R. St. John

Miss Von der Pfordten  
Miss Chrys Von der  
Pfordten  
Capt. C. B. Simonds  
R.A.  
Miss Simmonds  
Consul Volpelli  
Madame Volpelli  
Madame Von der Pfordten

## The Share Market.

LATEST QUOTATIONS.  
(November 27th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	349 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	61 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	65 1/2 buyers
National Bank of China, Ltd. Founders	£ 1	8 1/2
Do.	£ 1	8 1/2
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$242
China Traders' Ins. Co., Ltd.	\$ 25	\$59
North China Ins. Co., Ltd.	£ 25	Tls. 200
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$133
Straits Ins. Co., Ltd.	\$ 20	\$5
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$327 1/2
China Fire Ins. Co., Ltd.	\$ 20	\$87 buyers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd.	£ 10	\$83
China & Manila S.S. Co., Ltd.	\$ 50	\$90
Douglas Steamship Co., Ltd.	\$ 50	\$47
China Mutual S. N. Co., Ltd. (P.R.)	£ 10	\$9 1/2 buyers
China Mutual S. N. Co., Ltd. (O.R.)	£ 10	\$8 buyers
China Mutual S. N. Co., Ltd. (O.R.)	£ 5	\$4 1/2 buyers
Star Ferry Co., Ltd.	\$ 10	\$21 1/2
"Shell" Transport & Trading Co., Ltd.	£100	\$230
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$47
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 6	\$84
Punjom Mining Preference Shares	\$ 1	\$140
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300 buyers
Queen Mines, Ltd.	25 cts.	\$0.45
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$10 1/2
Rauk, Allan, Gold Mining Co., Ltd.	15s. 10d.	\$62
Oliver's Freehold Mines, Ltd.	\$ 5	\$9
Oliver's Freehold Mines, Ltd.	\$ 4	\$6 7/8
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1 sellers
Do. (Preference)	\$ 1	\$0 cents sellers
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$27 1/2
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Store Co., Ltd.	\$ 37 1/2	\$45 buyers
New Army Dock Co., Ltd.	\$ 6 1/2	\$9
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan Co., Ltd.	\$ 10	\$9 1/2
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$110
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$29 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$121
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$9 1/2
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$58
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 65
Lou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 75
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 350
Vahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$28
China-Borneo Co., Ltd.	\$ 5	\$10
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$10 1/2
Hongkong Electric Co., Limited	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	£ 10	\$130
Hongkong Rope Manufacturing Co., Ltd.	\$ 30	\$194 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$42
H'kong High Level Tramways Co., Ltd.	\$100	\$147 1/2
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$15 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	£ 2	\$2
United Asbestos Oriental Agency, Ltd.	£ 2	\$10
Carmichael & Co., Ltd.	£ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5 per share
Tobacco Planting Co., Ltd.	\$ 5	\$5 per share

BENJAMIN KELLY & FORBES,  
Share Brokers.

Telegraph Address—"Rialto."  
Telephone No. 148.

## EXCHANGE.

Hongkong, 27th November.  
ON LONDON, Telegraphic Transfer 1/11 1/2  
Bank Bills, on demand 1/11 7/16  
Credits, 4 months' sight 2/1  
D'iments, 4 months' sight 2/1  
ON BERLIN, (demand) M. 1.99  
ON PARIS, Bank Bills, on demand 2.46  
Credits, 4 months' sight 2.52  
ON NEW YORK, Bank Bills, on demand 47  
Credits, 30 days' sight 48  
ON BOMBAY, Telegraphic Transfer 144  
On demand 145  
ON SHANGHAI, Telegraphic Transfer 71  
Private, 30 days' sight 71  
Sole Agents, Bank of China, Ltd. 50.26  
Gold Leaf 100 touch, per tael 53.43  
Bar Silver 27 1/16  
Dollars 48 per cent. prem.

## OPUM QUOTATIONS.

Hongkong, 27th November.  
New Patna 877 1/2 per chest.  
New Benares 845  
New Malwa 910 per picul.  
Old Malwa 910  
Persian, paper tied 815/820

## VESSELS IN PORT.

**Steamers.**  
BISAGNO, Italian steamer, 1,509, D. Maganzini  
Dante, 25th Nov.—Bombay 4th Nov., and  
Singapore 18th, General—Carlowitz & Co.  
CHINGTOW, British steamer, 1,459, J. Williams,  
20th Nov.—Sydney 18th Oct., Brisbane  
20th, Townsville 23rd, Cooktown 24th,  
Thursday Island 28th, Port Darwin 30th,  
Kemo (Celebes) 10th, 7th, and Manila  
17th, General—Butterfield & Swire.  
DAPHNE, German steamer, 1,292, Th. Nissen,  
17th Nov.—Kutchinotzu 12th Nov., Coal.  
—Siemens & Co.  
DEUTEROS, German steamer, 1,001, E. Peter-  
sen, 19th Nov.—Saigon 13th Nov., Rice.  
—Siemens & Co.  
EQUATOR, Belgian str., 1,236, W. Williams,  
22nd Oct.—Swatow 21st Oct., Ballast.  
—Lands, Wegener & Co.  
FOOKSANG, British steamer, 991, R. Y. Ander-  
son, 25th Nov.—Canton 24th Nov., Gen-  
eral—Jardine, Matheson & Co.  
GAELIC, British steamer, 2,691, Wm. Finch,  
R. N. 2nd Nov.—San Francisco 25th  
Oct., Honolulu 31st, Yokohama 14th Nov.,  
Kobe 21st, Nagasaki 17th, and Shanghai  
19th, Nails and General—O. & S. S. Co.  
HAITAN, British steamer, 1,183, J. S. Roach,  
19th Nov.—Fochow and Amoy 18th Nov.,  
General—Douglas, Laprak & Co.  
HINSANG, British steamer, 1,336, Crockett,  
21st Nov.—Java 11th Nov., Sugar—  
Jardine, Matheson & Co.  
HOFENZOLLERN, German steamer, 2,039, H.  
Klitchner, 6th Nov.—Yokohama 27th Oct.,  
Kobe 21st, and Nagasaki 20th Nov., Gen-  
eral—Melchers & Co.  
JASON, British steamer, 1,336, W. Lycett, 25th  
Nov.—Penang 4th Nov., and Hoihow 23rd,  
General—Butterfield & Swire.  
KONG BENG, British steamer, 862, F. W.  
Joslin, 25th Nov.—Haiphong 23rd Nov.,  
Rice—Butterfield & Swire.  
MACHREW, British steamer, 995, J. E. Farrell,  
25th Nov.—Siam 15th Nov., and Swatow  
24th, General—Butterfield & Swire.  
NANCHANG, British steamer, 1,098, E. Findlay,  
20th Nov.—Canton 22nd Nov., Gen-  
eral—Butterfield & Swire.  
PAKHIAN, British steamer, 1,235, J. Jenkins,  
20th Nov.—Bangkok 9th Nov., Rice and  
Meal—Bradley & Co.  
PROGRESS, Russian steamer, 542, C. B. Gun-  
dison, 25th Nov.—Canton 24th Nov.,  
Ballast—Harting, Buschmann & Menzell.  
ROHILLA, British steamer, 3,501, S. de B.  
Lockyer, R.N.R., 21st Nov.—Yokohama  
14th Nov., General—P. & O. N. S. Co.  
SANDAKAN, German steamer, 1,374, E. Muhle,  
18th Nov.—Sandakan 12th Nov., Timber  
and General—Melchers & Co.  
SWATOW, German steamer, 630, Jespersen,  
21st Nov.—Swatow 20th Nov., Ballast—  
Siemens & Co.  
UNDAUNTED, British steamer, 2,026, S. Elconie,  
9th Nov.—Philadelphia 8th Sept., Kerosine  
Oil—Order.

**Shipping Vessels.**  
ADOLPH OBRIG, American bark, 1,302, Arms-  
bury, 17th Oct.—New York 5th May, Case  
Oil—Standard Oil Co.  
JOHN McDONALD, American ship, 2,128, Stern,  
25th Nov.—New York 25th June, Oil—  
Standard Oil Co.  
LOTHAIR, Italian bark, 759, C. L. Lewanger,  
1st Oct.—Callao Peru 21st July, Iron.  
—Order.

MARY L. CUSHING, American bark, 1,540,  
Fleeton, 1st Oct.—New York 16th May,  
Case Oil—Order.

RETRIEVER, British schooner, 96, Parker, 8th  
Sept.—Honolulu 16th July, Ballast—  
Order.

REUCE, American ship, 1,828, D. Whitmore,  
3rd Oct.—New York 30th May, Case Oil.  
—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis,  
25th Aug.—Cebu and Philippine Islands,  
22nd Aug.—Ballast—Order.

ST. MARK, American ship, 1,861, D. W. Dudley,  
7th Nov.—Manila 19th Oct., Ballast—  
Master.

STATE OF MAINE, American ship, 1,500,  
Colcord, 9th Oct.—New York 20th May,  
Kerosine Oil—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd  
Sept.—Takow 17th Sept., Ballast—Mr. F.  
W. Hall.

WEST YORK, British bark, 706, N. S. Faister,  
9th Nov.—Ailing, W.A. 4th July, Sandal  
Wood—Order.

WIL. H. CONNER, American ship, 1,421, J. T.  
Erskine, 14th Oct.—New York 7th May,  
and Rio Janeiro 11th July, Kerosine—  
Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, November 27th, 1899.  
Alacrity, despatch vessel, 1,725 tons, 10 guns,  
64 guns, 3,000 h.p., Commander A. H.  
Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,070 tons, 6 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Dunlop, Wei-hai-wei.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 11,163 h.p., Captain Hon. S. C. J.  
Colville, C.B., Hongkong.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18  
guns, 9,000 h.p., Capt. R. E. J. Mont-  
gomery, C.B., R.N., Shanghai.  
Brit, British cruiser, 1,770 tons, 6 guns, 5,600  
h.p., Capt. Wren, Shanghai.  
Centurion, 1st class battleship, 10,500 tons, 14  
guns, 13,000 h.p., Captain J. R. Jellicoe,  
en route Singapore.  
Daphne, sloop, 1,720 tons, 8 guns, 2,000 h.p.,  
Comdr. C. W. W. Ingham, Hongkong.  
Endymion, British cruiser, 7,350 tons, Capt. G.  
H. Colville, Hongkong.  
Esk, coast defence gunboat, 363 tons, 3 guns,  
200 h.p., Lieut-Comdr. C. Chadwick,  
Hongkong.  
Fame, twin screw, torpedo-boat destroyer, 360  
tons, 4,400 h.p., Lieut-Com. W. J. Keyes,  
Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns,  
160 h.p., Hongkong.  
Havily, twin screw, torpedo-boat destroyer,  
260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, 2nd class cruiser, 4,360 tons, 9,000  
h.p., 18 guns, Capt. R. S. D. Cumming,  
en route Singapore.  
Humber, storeship, 1,630 tons, 800 h.p., Com.  
H. J. Davidson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8  
guns, 7,000 h.p., Capt. H. N. Dudding,  
cruising.  
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Commander W. W.  
Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J.  
Burke, Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut-Comdr. P. S. St. John,  
Manila.  
Pigmy, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut-Comdr. J. F. E. Green,  
Wei-hai-wei.  
Plover, 1st class gunboat, 453 tons, 6 guns,  
1,200 h.p., Lieut-Comdr. C. V. de M.  
Cowan, Hongkong.  
Redpole, British gunboat, 805 tons, Capt. F. F.  
Haworth Booth, Hongkong.  
Sandpiper, British river-gunboat, 2 guns, Lt-  
Comdr. Carr, on the West River.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr.  
Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3  
guns, 200 h.p., Lieut-Comdr. H. E. Hill-  
man, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12  
guns, 8,500 h.p., Capt. A. C. Clarke,  
Manila.  
Victorious, British battleship, 14,900 tons, 32  
guns, 12,000 h.p., Captain A. Schomburgk,  
Wei-hai-wei.  
Waterwitch, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Fochow.  
Whiffing, twin screw, torpedo-boat destroyer,  
360 tons, 6,000 h.p., Lieut-Comdr. E.  
Kelly, Hongkong.  
Wivern, coast defence ship, 2,750 tons, 4 guns,  
1,000 h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p.,  
Lieut-Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p.,  
Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class; and 3 second-class  
boats.

**Italian.**  
Carlo Alberto, Italian cruiser, 7,000 tons,  
Capt. R. Calì, Shanghai.  
Etna, Italian cruiser, 3,530 tons, Capt. G.  
Giorello, Chetoo.  
Eliquis, Italian cruiser, 4,500 tons, Captain  
Casella, Singapore.  
Piemonte, Italian cruiser, 2,800 tons, 12 guns,  
Capt. C. Giamani, Singapore.  
Savona, Italian cruiser, 4,000 tons, 36 guns,  
6,252 h.p., Capt. C. Bregante, Hongkong.

**Miscellaneous.**  
Kaiserin Elisabeth, Austrian cruiser, 4,500  
tons, 10,000 h.p., Capt. Iulian, Singapore.  
Liberal, Portuguese gunboat, 588 tons, 3 guns,  
Cunha, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850  
tons, Capt. Betheder, Manila.

**FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**  
The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser,  
5,000 tons, 12 guns, 12,000 h.p., Captain  
Korniloff, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200  
h.p., Captain Eliskoff, at Nagasaki.  
Bobr, Russian gun-vessel, twin screw, 950 tons,  
13 guns, 1,150 h.p., Captain Dobrovolsky,  
at Nagasaki.  
Dimiri Donsky, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Comdr. Shanon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,500 h.p., Capt. Serbren-  
nikoff, at Nagasaki.  
Grenadine, Russian armoured cruiser, 1,492  
tons, twin screw 12 guns, 2,000 h.p., Capt.  
Mikhalshewsky, at Nagasaki.  
Koreysk, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandjour, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Yakovlev,  
at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10  
guns, 9,000 h.p., Captain Yenish, at Naga-  
saki.  
Nayevsk, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zarine, at Nagasaki.  
Oruzav, Russian armoured cruiser, 1,930 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copriannoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Nidermiller, at  
Nagasaki.  
Rostia, Russian armoured cruiser, 12,200 tons,  
22 guns, 14,500 h.p., Capt. Domogiroff, at  
Vladivostok.  
Rurik, Russian flagship, 10,950 tons, armoured  
twin screw, 12 guns, 12,000 h.p., Captain  
13,500 h.p., Capt. Haupt, at Nagasaki.  
Silatka, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Barronoff, at Nagasaki.  
Sissel Veltky, Russian battleship, 10,000 tons,  
14 guns, 8,500 h.p., Capt. Molias, at Naga-  
saki.  
Sivuchik, Russian gunboat, 950 tons, twin  
screw 13 guns, 1,200 h.p., Capt. Soubailin,  
at Nagasaki.  
Vladimir-Monastch, Russian cruiser, 6,000  
tons, 16 guns, Prince Ouchomsky, at Che-  
mou.  
Vostok, Russian torpedo gunboat, 4 guns, 560  
h.p., Com. Molchousky, at Nagasaki.  
Vladik, Russian torpedo boat, 400 tons, 18  
guns, twin screw, 1,500 h.p., Capt. Rogulnik,  
at Nagasaki.  
Zablatka, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkruff, at Nagasaki.

**RUSSIAN TORPEDO FLOTILLA  
(SEA GOING).**  
Borge, 1st class, Russian torpedo boat, 81 tons,  
3 guns, 2 torp tubes, 1,100 h.p., speed 21  
knots.  
Remy, 1st class, Russian torpedo boat, 96 tons,  
3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
Sueaborg, 1st class, Russian torpedo boat, 69  
tons, 3 guns, 2 torp tubes 780 h.p., speed  
19 1/2 knots.  
(1st and 2nd class.)  
Fors, Russian torpedo boat, 23 tons, 1 gun,  
2 torp tubes, 16 knots.  
Janitschki, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns,  
1,200 h.p., 22 knots.  
Novorossiysk, Russian torpedo boat, 87 tons, 4  
guns, 2,900 h.p., 22 knots.  
Podorski, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
Sluk, Russian torpedo boat, 23 tons, 1 gun, 220  
h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Solovki, Russian torpedo boat, 87 tons, 4 guns,  
970 h.p., 19 knots.  
Starlad, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Strouss, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.

Sungur, Russian torpedo boat, 140 tons, 4  
guns, 1,800 h.p., 22 knots.  
Ussuri, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.  
+ Flagship of Vice-Admiral Alexeieff.  
+ Flagship of Rear-Admiral F. V. Dubossioff.  
+ Flagship of Rear-Admiral Renouff.

## THE FRENCH SQUADRON.

Bayard, French flagship, 5,608 tons, 36 guns,  
4,500 h.p., Capt. Janin, at Yokohama.  
Beaulieu-Reaumur, French cruiser, 1,246 tons,  
14 guns, 895 h.p., Capt. Ternet, at Chetoo.  
Comite, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
Descartes, French protected cruiser, 3,985 tons,  
36 guns 631 h.p., Captain Bernard, at  
Nagasaki.  
Eclairer, French cruiser, 1,608 tons, 13 guns,  
2,408 h.p., Capt. Texier, at Along Bay.  
Inconstant, French cruiser, 891 tons, 8 guns,  
350 h.p., Capt. La Seyne, at Chetoo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns,  
8,000 h.p., Capt. Aubin, at Fochow.  
Lion, French gunboat, 473 tons, 8 guns, 576  
h.p., Capt. Amot, at Shanghai.  
Pascal, French protected cruiser, 4,000 tons,  
36 guns, 9,000 h.p., Capt. M. Motel,  
Kwang-chow-wan.  
Pluvier, French despatch-boat, 545 tons, 4  
guns, 500 h.p., Comdr. Videllat Bangkok.  
Surprise, French gunboat, 627 tons, 10 guns,  
800 h.p., at Saigon.  
Triumphante, French armoured cr., 4,700 tons,  
24 guns, 2,400 h.p., Capt. B. de Broitell, at  
Saigon.  
Vauban, French flagship, 6,150, Capt. Boute-  
at Haiphong.  
Vidre, French gunboat, 453 tons, 6 guns, 441  
h.p., Comdr. Constolle, at Bangkok.  
+ Flagship of Rear-Admiral Gigault de  
Bedollier.

## THE GERMAN SQUADRON.

Deutschland, German battleship, 8,400 tons,  
38 guns, 5,360 h.p., Capt. Müller, at Hong-  
kong.  
Gefion, German cruiser, 4,200 tons, 25 guns,  
9,000 h.p., Capt. Rollmann, at Hongkong.  
Hertha